

MID-WEEK PICTORIAL



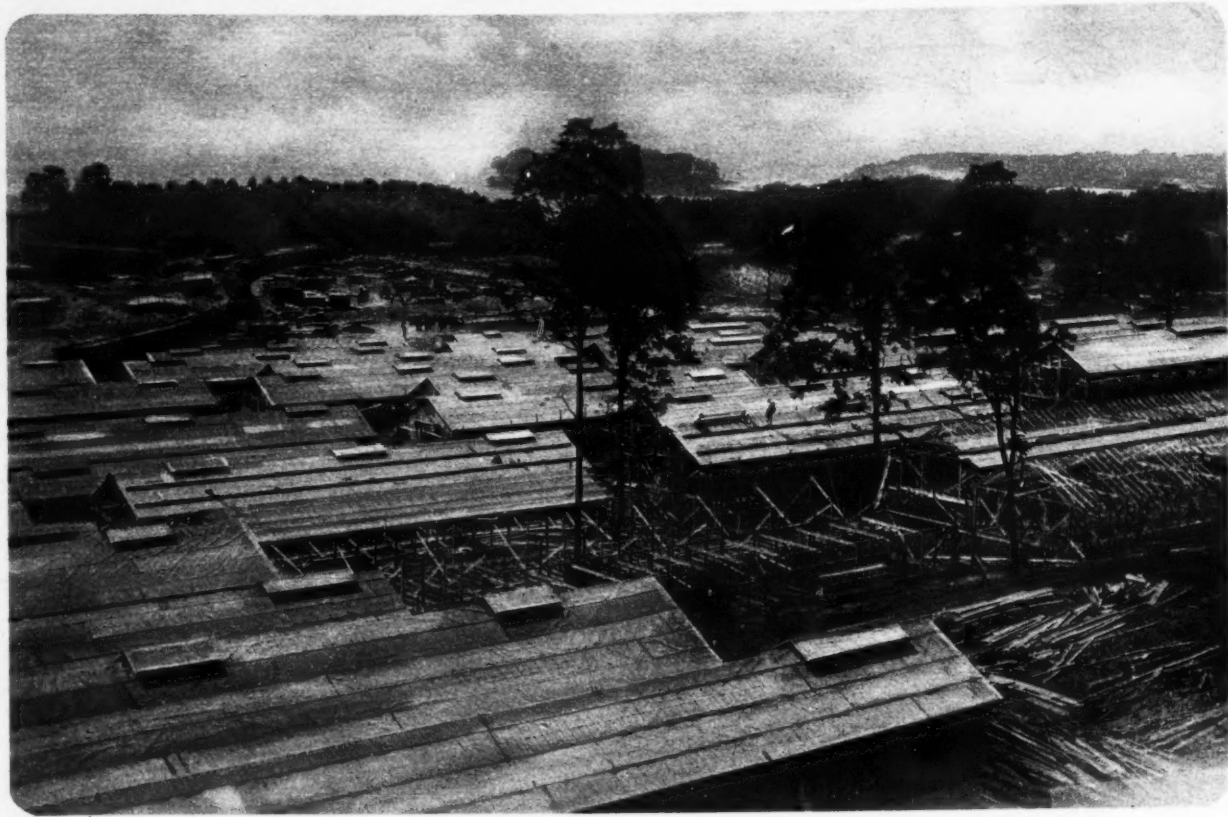
"THEIR MEN ARE MAGNIFICENT"

Training United States naval gunners, of whom Sir Edward Carson, head of the British Admiralty, spoke the words quoted on the arrival of the first American warship to aid the British Navy.

(Photo American Press Assn.)

How the Nation's New Armies Will Be Housed

WORK has begun in real earnest on the construction of the sixteen great cantonments in which the men drafted under the Selective Conscription law are to be housed during their course of training before leaving for Europe. The sites of the cantonments, which will accommodate about 40,000 men each, have been chosen at Ayer (Massachusetts), Wrightstown (New Jersey), Columbia (South Carolina), Atlanta (Georgia), Chillicothe (Ohio), Louisville (Kentucky), Battle Creek (Michigan), Little Rock (Arkansas), Des Moines (Iowa), Fort Riley (Kansas), Fort Sam Houston (Texas), American Lake (Washington), Rockford (Illinois), Yaphank, Long Island (New York), Annapolis Junction (Maryland), and Petersburg (Virginia). Colonel I. W. Littell, of the Quartermaster Corps, has been placed in charge of the building operations as a whole with the rank of Chief of Cantonment Construction, while under him there is a constructing Quartermaster, directing the work at each of the cantonments. These are not the only camps which are being erected, for there are also



◆ A cantonment being rushed to completion at Quantico, Virginia. It fronts the Potomac River, which can be seen in the background of the picture. ◆

cantonments for the Officers' Reserve Training Corps, the National Guard, and the Marines. The photographs on this page illustrate a cantonment being erected by the Marine Corps at Quantico, Virginia. They serve equally well to indicate the kind of place the nation's new army will, for a time, call home, as those under construction by the War Department are of the same type. Although there will be nothing elegant about these training

camps, they will have every convenience necessary for efficiency and health. The assembly halls, mess houses, kitchens, sleeping quarters, and all other buildings will be constructed of weather-boarding and tarred roofing. About 25 feet separates the rows of buildings, the space between being a company street in each case. The trench digger, shown in the picture in the bottom left hand corner of the page, is used for laying water mains and is of the

civil population. The precautions for the preservation of health are, therefore, of paramount importance. While the cantonments will be temporary homes as far as each draft for the national army is concerned, the camps themselves, unlike other military camps, will be permanent and in continuous use. They must all be ready by Sept. 1, when the first conscripts are called up to begin their training before leaving for the American front in France.

same type as that employed for cutting trenches on the battle front. The trench shown in the picture is only ten feet deep, but the machine has a capacity for fifteen feet. It is conveyed by a tractor. The picture in the other corner at the bottom of the page shows the system of modern plumbing which is being installed at the cantonments. The pipes are laid deep, and there are enough of them to make the camp absolutely sanitary. The task involved in building these cantonments is no easy matter, since to house 40,000 men practically means bringing a city into existence—and a city in which there must be no risk of disease, such as exists among the

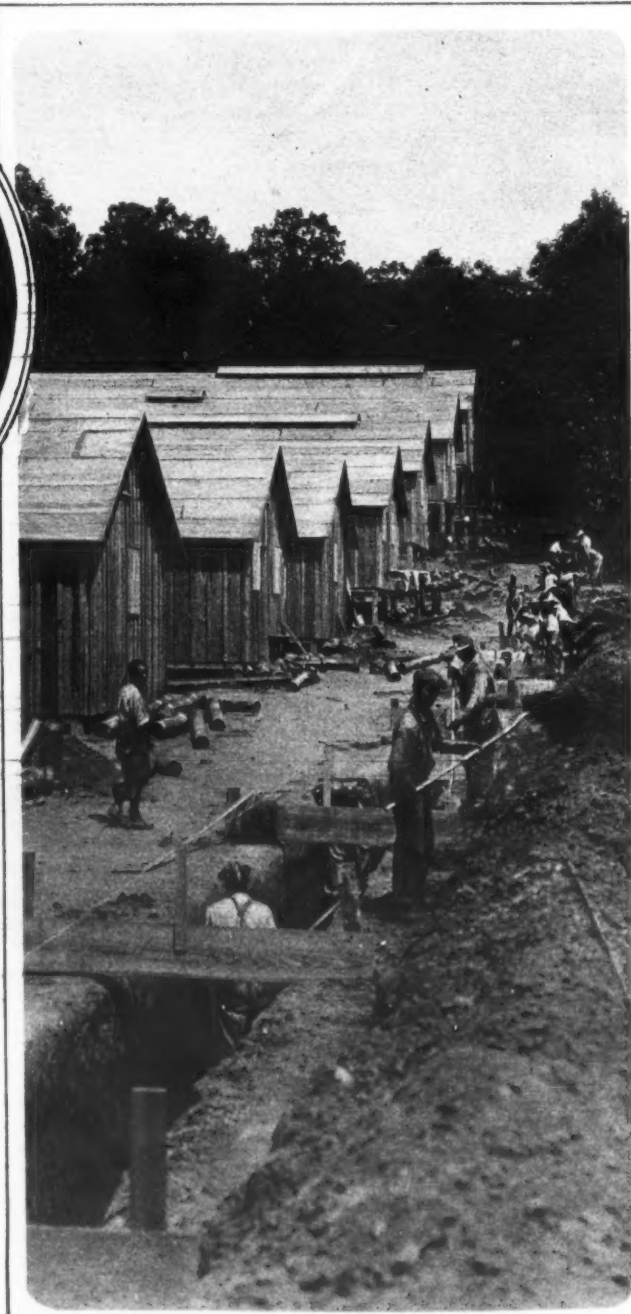


COL. ISAAC W. LITTELL,
Chief of Cantonment Construction for the new
National Army.

◆◆◆◆◆
To the Left—A trench digger at work for the laying of water mains at a cantonment.

◆◆◆◆◆
To the Right—Modern plumbing being installed in barracks at a cantonment.

(Photos, Harris-Ewing Service.)



United States Troops on Soil of Sister Republic



FIRST TRANSPORT TO ARRIVE IN FRANCE.

Above—Photograph of the first transport with troops of the United States Army to arrive in France. Alongside it are two destroyers which acted as escorts. That the German submarines made every effort to sink the American troopships was disclosed by the Navy Department after the last of the troopships conveying the first contingent had safely arrived. Twice the U-boats made attacks, but each time were beaten off. One was certainly sunk, and it is believed that others were sent to the bottom.

(Photo © Underwood & Underwood.)



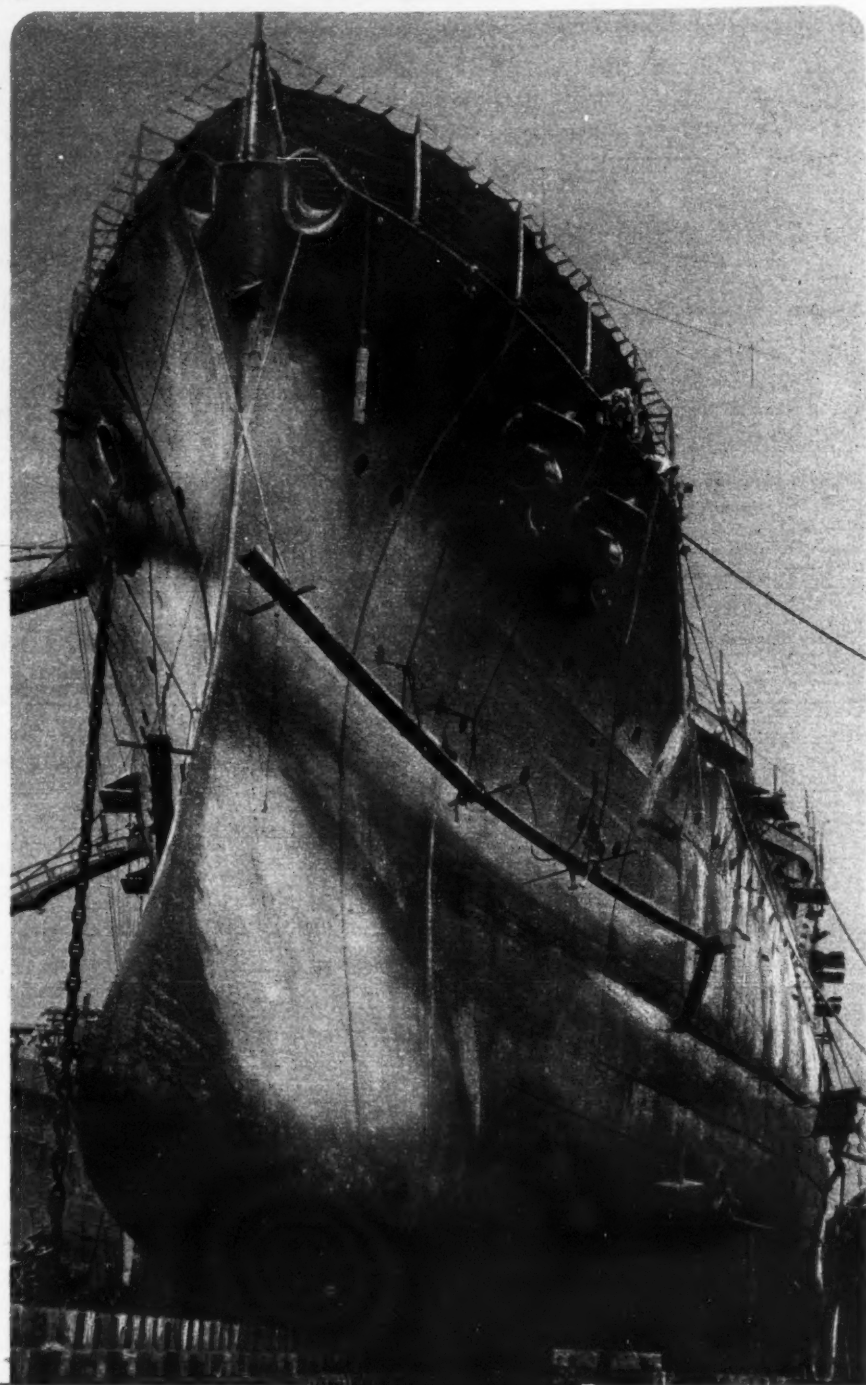
THE STARS AND STRIPES SALUTED BY FRENCH ARMY.

To the left—The First United States flag officially sent to the French front being saluted by the French Army. The flag shown in the photograph was presented by the War Department to the President of the Leland Stanford Junior University, California, who, in turn, gave it to General Mangin, one of the French Army Commanders. The General, thereupon, had his troops march past and salute the flag with appropriate ceremonial. A team from the California university form part of the American Ambulance with General Mangin's army.

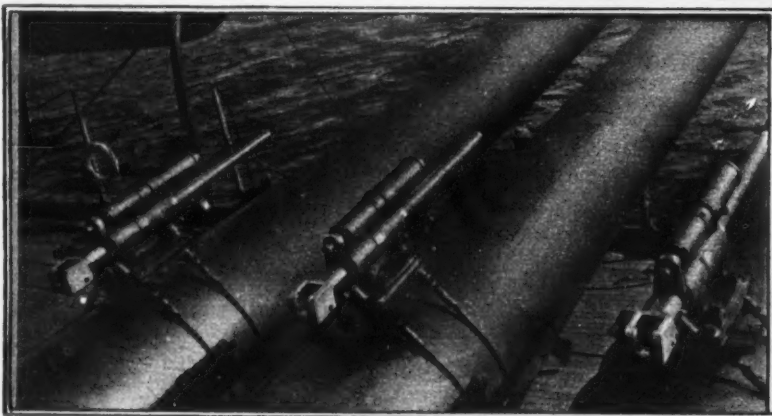
(Photo © International Film Service.)

New Aspects of America's Growing Navy

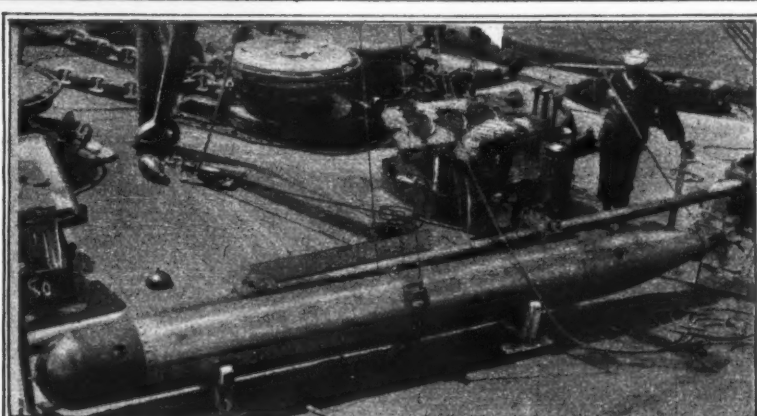
AT the outbreak of the war in 1914 the United States Navy was the third largest and strongest in the world. What relative position it has reached since that time it is impossible to say, because the intense activity in naval construction in other countries has been hidden behind the veil of censorship. Nevertheless, long before the United States became a belligerent, its new position as a world power, with ever expanding economic interests abroad, was forcing it to make the navy an increasingly powerful weapon. When, finally, diplomatic relations with Germany were broken off a new and greater impetus was given to the policy of naval expansion. The Sixty-fourth Congress, just before expiring in March, 1917, passed a naval appropriation bill aggregating \$535,000,000, the largest sum ever voted in any year of the nation's history. A couple of weeks later Secretary Daniels placed contracts for what was probably the largest single order for fighting craft ever given by any nation. On March 25 President Wilson issued an executive order increasing the enlisted strength of the United States Navy to 87,000 men and the following day another order raising the enlisted strength of the Marine Corps to 17,400 men. But in the rapid development which a state of war has brought about there has been a further growth; and on May 22 the President approved an act of Congress fixing the enlisted strength of the



navy at 150,000 men and of the Marine Corps at 30,000 men. It is an interesting fact that while recruiting for the regular army has been very poor, the navy has had no difficulty in getting men. In the first five months of this year about 60,000 enlisted men have been added to the service. The navy was mobilized on April 6, the day the United States officially became a belligerent. Every ship and shore station, the Naval Militia of all the States, the Naval Reserves, and the Coast Guard Service were from that moment on a war footing under the control of the Navy Department, and, as we know, a destroyer flotilla, under Admiral Sims, was soon on the scene in the submarine danger zone around the British Isles, while United States cruisers took over patrol work in Central and South American waters. How extensive the work of the navy is may be seen in the fact that there are three active fleets, each with its own Commander in Chief. The Atlantic Fleet covers the Atlantic Ocean, Mediterranean Sea, and tributary waters. The Pacific Fleet covers North and South America, Hawaii, and Samoa. The Asiatic Fleet covers the Western Pacific, the Philippines, Guam, and the Indian Ocean. Vessels on special service in Central American waters and on similar duty are not attached to any fleet, their movements being controlled by the Navy Department direct from Washington. As occasion demands, special service squadrons



Hull of a battleship with weighted keel to offset the heavy armament on top.



One-pounder guns mounted for practice on 14-inch guns and sighted and fired from from inside the turrets, under the same conditions as big guns, at floating targets of proportionately smaller size.



A 21-inch torpedo being put below deck. The newer type of large submarine is also capable of using these large torpedoes, which originally were made only for use by battleships.

A battleship in a storm. Big and strong as it is, the most powerful vessel becomes a plaything of the waves when the oceans are swept by storms.



How the big guns are cleaned. Immediately after target practice this work must be done, because the extreme heat caused by the friction of the shells and the acids in the smokeless powder have a deteriorating effect upon the delicate rifling of the guns.

are organized from time to time. The importance of maintaining a strong navy has been the subject of agitation by the Navy League of the United States since its formation in 1904. The league's point of view is summed up in the following propositions: The navy is the main defense of the United States, for it has 21,000 miles of coast line to defend, and more harbors and seaport cities and fewer strategic barriers than any other navy; it must protect Porto Rico, the Philippine Islands, the Hawaiian Islands, and the Panama Canal; the weight of a powerful navy gives force to diplomacy; naval power is a legitimate factor in international settlements, because it is evidence of national efficiency; the navy in times of peace returns to civil life annually many trained, efficient, and patriotic young men; the navy is one of the foundations of national credit. Summing up the record of the United States Navy, the league mentions the following: It suppressed piracy and the African slave trade, opened Korea and Japan to the outside world, and has largely contributed to arctic and antarctic exploration and relief, the protection of fur seals, pioneer work of the Coast and Geodetic Survey, the establishment of the Lighthouse Service, the pioneer work of the Weather Bureau, the work of the Naval Observatory and Hydrographic Office, explorations and preliminary surveys of various Isthmian Canal routes, frequent protection of missionaries and cit-



A captive balloon used for observation purposes at sea.

(Photos © International Film Service.)

izens abroad, frequent prevention of insurrection in the West Indies and the Southern republics, friendly offices to Cuba, Panama, Santo Domingo and Nicaragua, repeated earthquake and famine relief, as, for instance, at Messina, Martinique, and in Ireland; wireless communication with ships at sea, and warning of storms and dangers. The navy is thus of value in peace as well as in war. But the defense of the country and its insular possessions is its main purpose, and every nerve is now being trained to increase the number of battleships, cruisers, and other craft, to train the new personnel, and make it possible for the Stars and Stripes to command greater respect than ever on all the seas of the world. But for the moment helping the Allies is the navy's immediate concern. The photographs on these two pages have been chosen to illustrate some aspects of the navy and its work in its more recent development. The most interesting, perhaps, is the picture of a battleship hull in dry dock, showing the curious shape of the keel. The hull has been built in this way to offset the enormous weight of the armaments on the upper part of the vessel. Without such a weighted keel a modern battleship would be top-heavy. Another equally interesting photograph is that of the observation balloon which is held captive to the deck of the warship. It is used to see further than the ordinary range of vision of the lookout man in the fighting top or crow's nest.

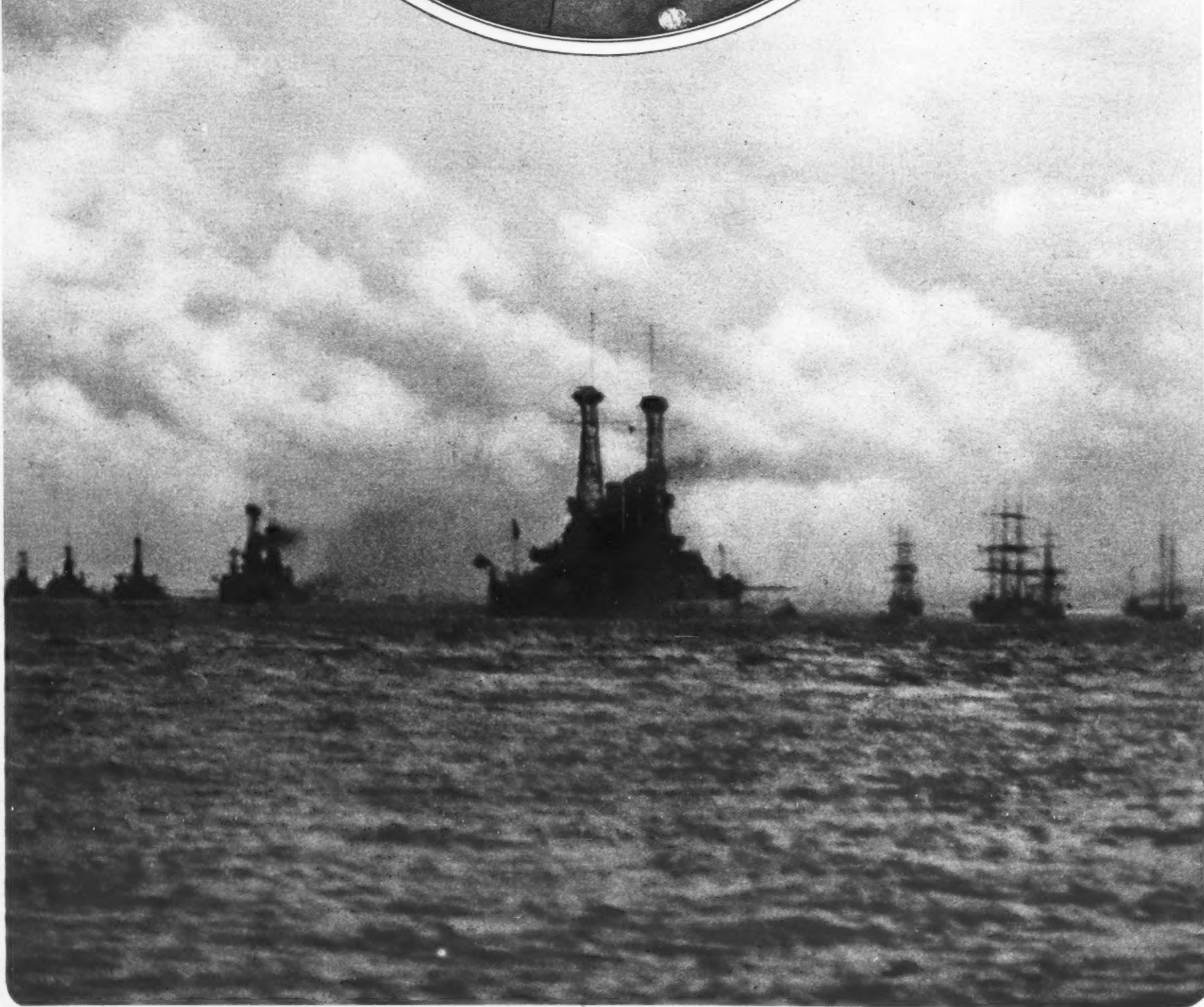
Striking Proof of Our Navy's Efficiency

When, unknown to the general public, the first division of the United States Army successfully crossed the ocean to France to fight by the side of our allies, there was a splendid opportunity for our navy to display its efficiency. And that opportunity was eagerly seized. Knowing that the German



submarines would be waiting for the troopships, with extraordinary alertness the naval vessels, which acted as convoys under the command of Rear Admiral Albert Gleaves, met and beat off the expected attacks. According to the official statement, at least one German submarine was sunk, and others were hit.

(Photos Underwood & Underwood and Harris & Ewing.)



Some of the Men Making Our Great New Fighting Machine



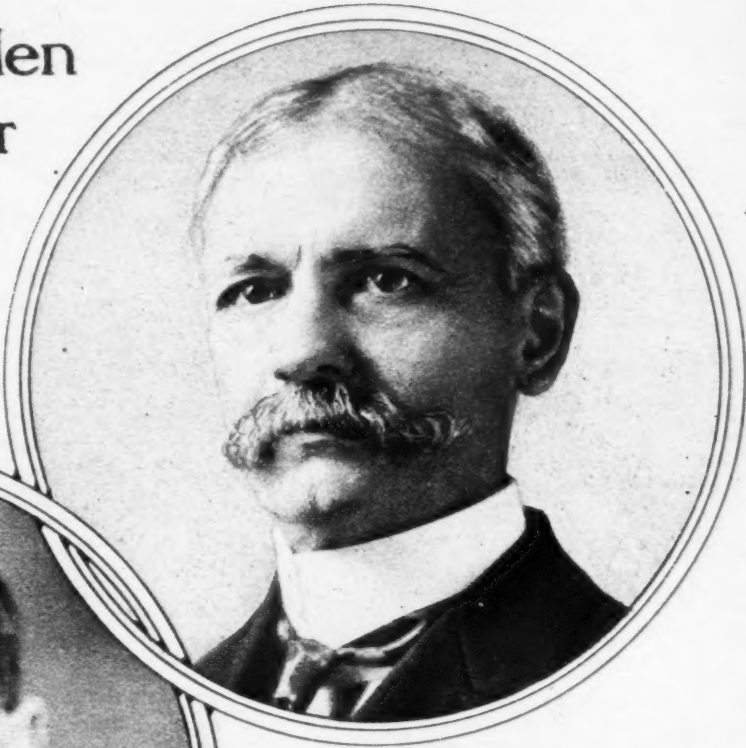
MAJOR GEN. J. B. ALESHIRE,
Quartermaster General of the
United States Army. The Quar-
termaster Corps, of which he is
head, provides means of trans-
portation of every character
needed for the movement of
troops and war material, furn-
ishes clothing and camp equip-
ment, erects buildings, roads,
and bridges, controls supplies of
all kinds, and arranges for ra-
tions and cooking.

(Photo Harris & Ewing.)



LIEUT. COL. J. A. WOODRUFF,
An officer of the Engineers Corps who has
been appointed to command a regiment
of woodsmen for service in France.

(Photo Harris & Ewing.)



MAJOR GEN. W. CROZIER,
Chief of Ordnance of the United
States Army and inventor of a
disappearing gun. His is the de-
partment responsible for every
kind of gun and ammunition, for
arsenals and army munition
plants, for everything, in short,
which is required on the firing
line. One of the greatest achieve-
ments of the department has
been the design and construc-
tion of a 16-inch gun, weighing
127 tons and 49 feet long.

(Photo Harris & Ewing.)



MAJOR GEN. HUNTER LIGGETT,
Who has been appointed to succeed Major Gen. J. Franklin
Bell in command of the Western Division of the United
States Army. He was promoted to the rank of
Major General to fill the vacancy caused by the
death of General Funston.

(Photo Harris & Ewing.)



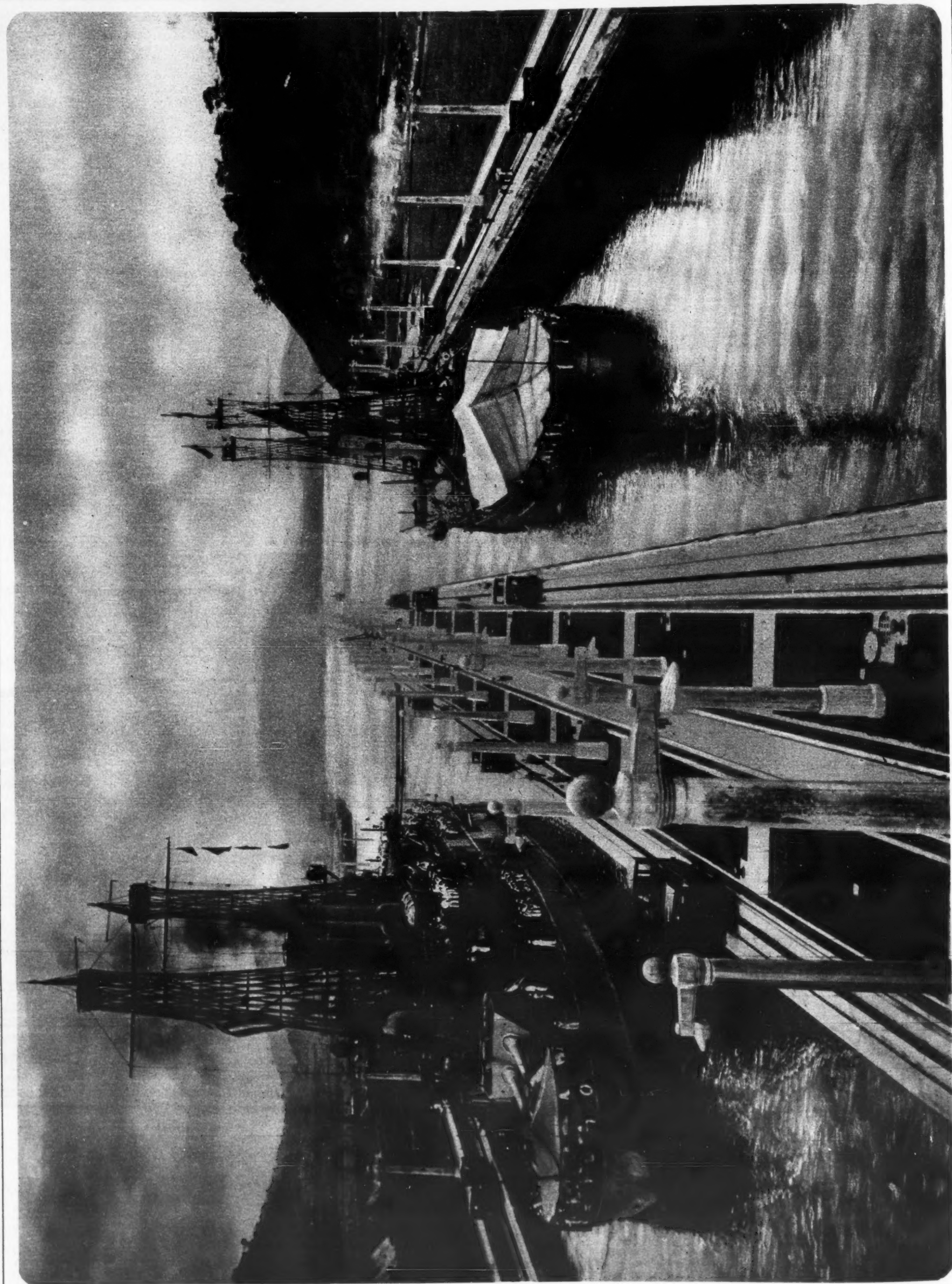
BRIGADIER GEN. GEORGE O. SQUIER,
Who has been appointed Chief Signal Officer of the Army
The Signal Corps is responsible for all forms of com-
munication for military purposes, including tele-
graphs and telephones. Its work has also
included aeronautics.

(Photo © Clinedinst, from Press Illustrating Service.)

Battle- ships Passing Through Panama Canal

Two units of the United States Navy, the battle-ships Ohio (to the left) and Wisconsin (to the right) in the Gatun locks of the Panama Canal. The Wisconsin is about to leave the lock. The value of the canal in the scheme of our naval defense is being demonstrated almost daily since America entered the war by making co-operation between the Atlantic and Pacific fleets easier and more expeditious.

(Photo
Central
News.)



Making Americans Out of the Nation's Youth



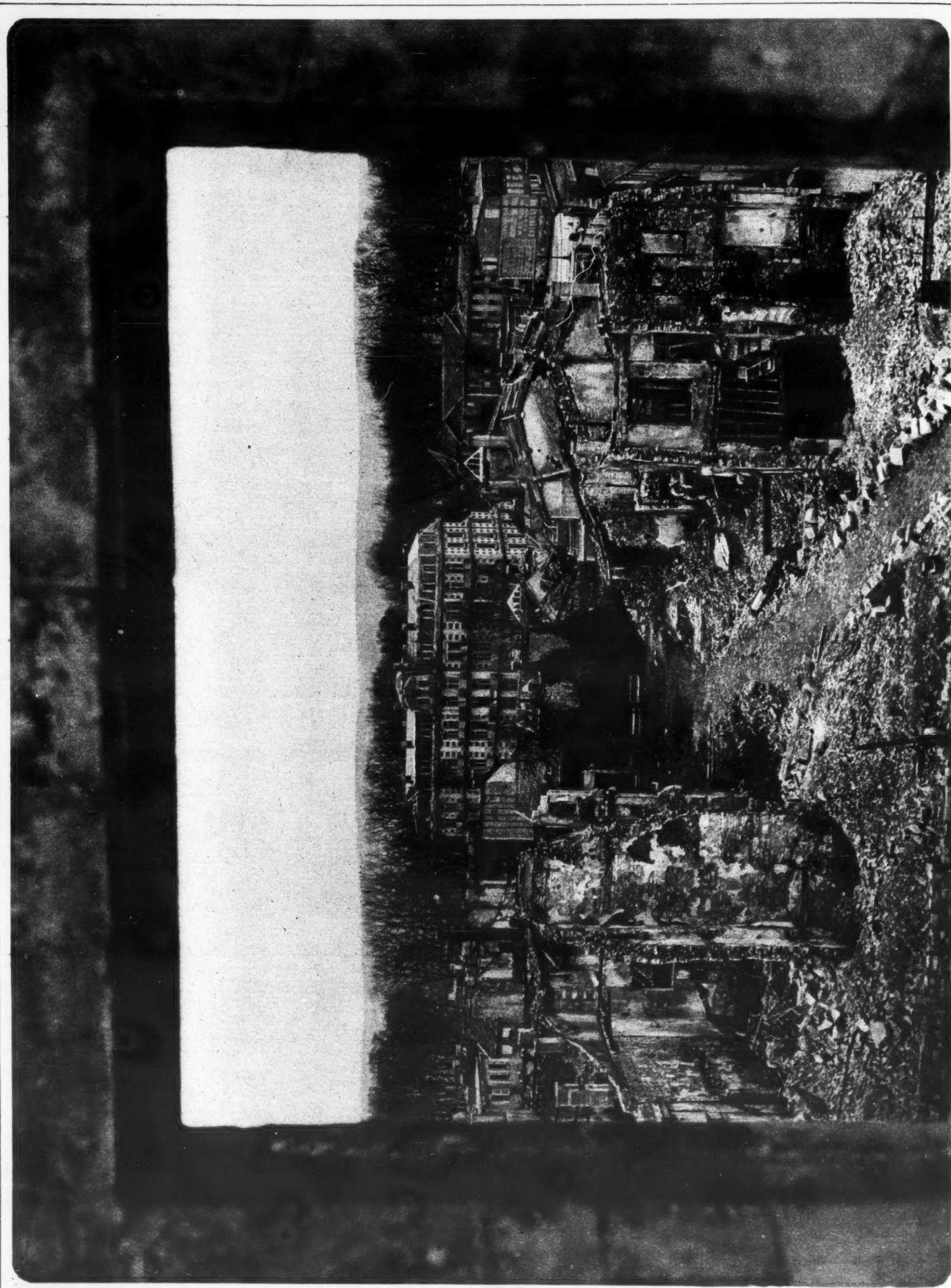
The movement for preparedness grows apace under the stimulus of the war, and everywhere throughout the country boys are being trained so that when they are old enough to begin soldiering they will not be absolutely raw recruits. The photograph above shows the camp for boys at Peekskill, N. Y., where, under the direction of the New York State Military Training Commission, boys between 16 and 21 years of age are receiving physical and military instruction. In the picture to the left is shown Miss Margaret Wilson, daughter of the President, who is taking an active interest in "Americanizing" the youth of the nation. On July 2 she spoke at two meetings in New York City, one of which was attended by 1,000 school children, including naval and marine scouts. She was introduced as "the most democratic girl in America."

(Photos © American Press Association and International Film Service.)

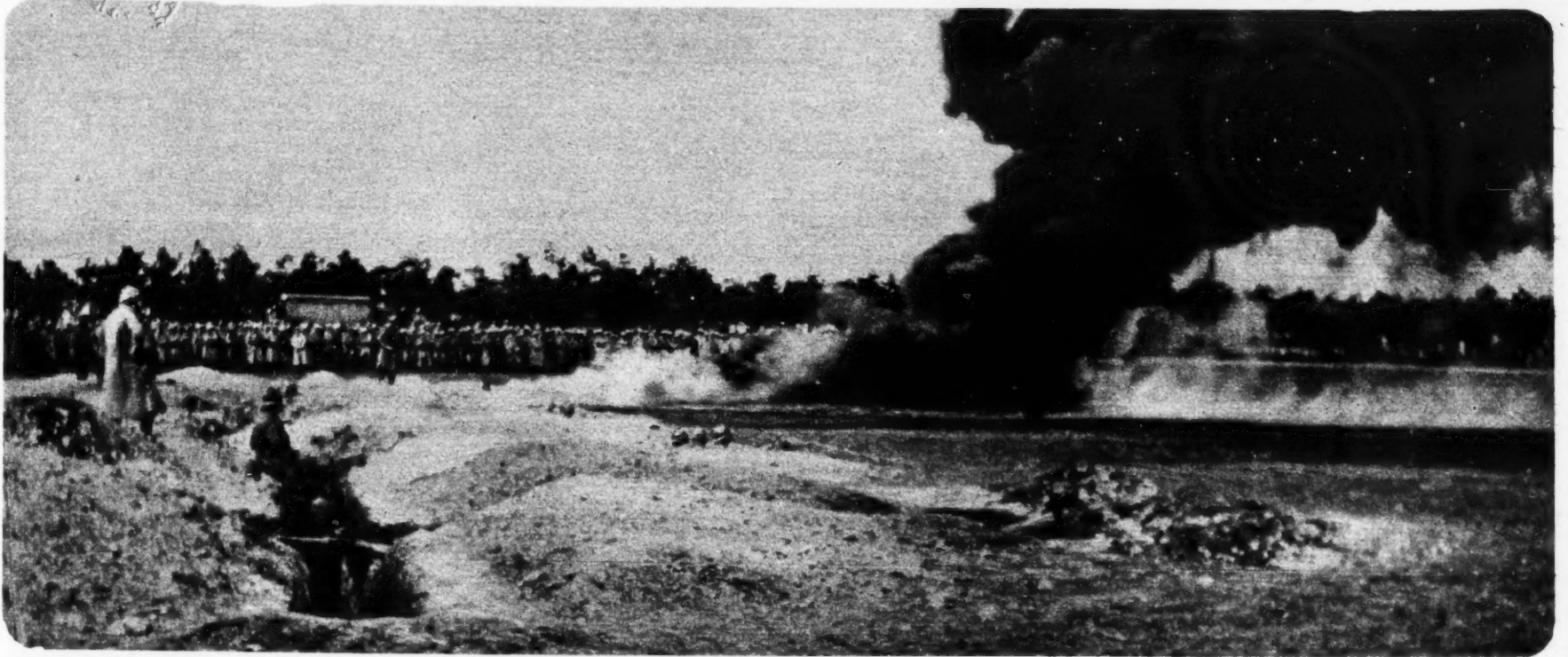
Verdun Again Under Fire

The recent renewal of fighting in the Verdun sector lends interest to this photograph of the war-torn city. Verdun seems destined to complete destruction by shell fire. Yet, as will be seen in this picture, there are still buildings standing intact despite the long series of fierce bombardments equaled, but not surpassed in intensity, in the present war which has developed artillery beyond anything in the whole history of warfare. Yet business is still being conducted, but entirely below surface.

(French Official
Photo From
Pictorial Press.)



Always Something New from the Western Front



If, like the Athenians of old, we were greedy of new things, the Western front would never disappoint. One of the latest novelties is a method of counteracting the effects of poison gas. In the picture above a regiment is experimenting with a smoke whose chemical composition neutralizes the asphyxiating element in the gas. In the picture to the left the soldiers are supplied with a similar anti-gas chemical, as well as gas masks.

(Photo by Fadel & Herbert.)

A veritable jungle of barbed wire entanglements which was used in front of the Hindenburg line and which was reduced by shell fire to the condition shown in the photograph to the right. It was probably the thickest entanglement used in the war to impede the advance of infantry.

(Photo by Underwood & Underwood.)



The Balkans, Source of Many Troubles to European Statesmen,



SOUTHEASTERN EUROPE WHERE THE SITUATION HAS BE

The change that has come over the situation in the Balkans as a result of the dethronement of King Constantine is illustrated in the picture-map above. The attitude of Greece is but one phase of the whole tangled question of the struggle for the hegemony of Southeastern Europe and the consequent advantages in Western Asia. The question of Greek intervention in the war was first raised in an acute form by the proposal that a division of Greek troops be sent to Gallipoli, but Constantine refused to countenance the move, and as a result Venizelos, who was then Premier of Greece and eager for Greek intervention, resigned. Throughout the long period of strained relations between Constantine and the

Entente Allies, the latter believed that the King was waiting for an opportunity to join forces with the Central Powers. In March, 1916, Greek officers in Macedonia were instructed not to oppose the Bulgarian advance in Greece, and a couple of months later, on orders approved by Constantine, the Greek Commander surrendered a fort to the Bulgarians. In August, 1916, a Greek division in eastern Macedonia surrendered to the Bulgarians and was conveyed into Germany. A few weeks later Greece was split into two nations by the action of Venizelos breaking with the King and proclaiming a Provisional Government, to which most of the Greek Islands and part of the mainland transferred their allegiance. But the

Balkan States, Once More a Battleground in the Struggle for World Power



...ION HAS BEEN AFFECTED BY KING CONSTANTINE'S ABDICATION.

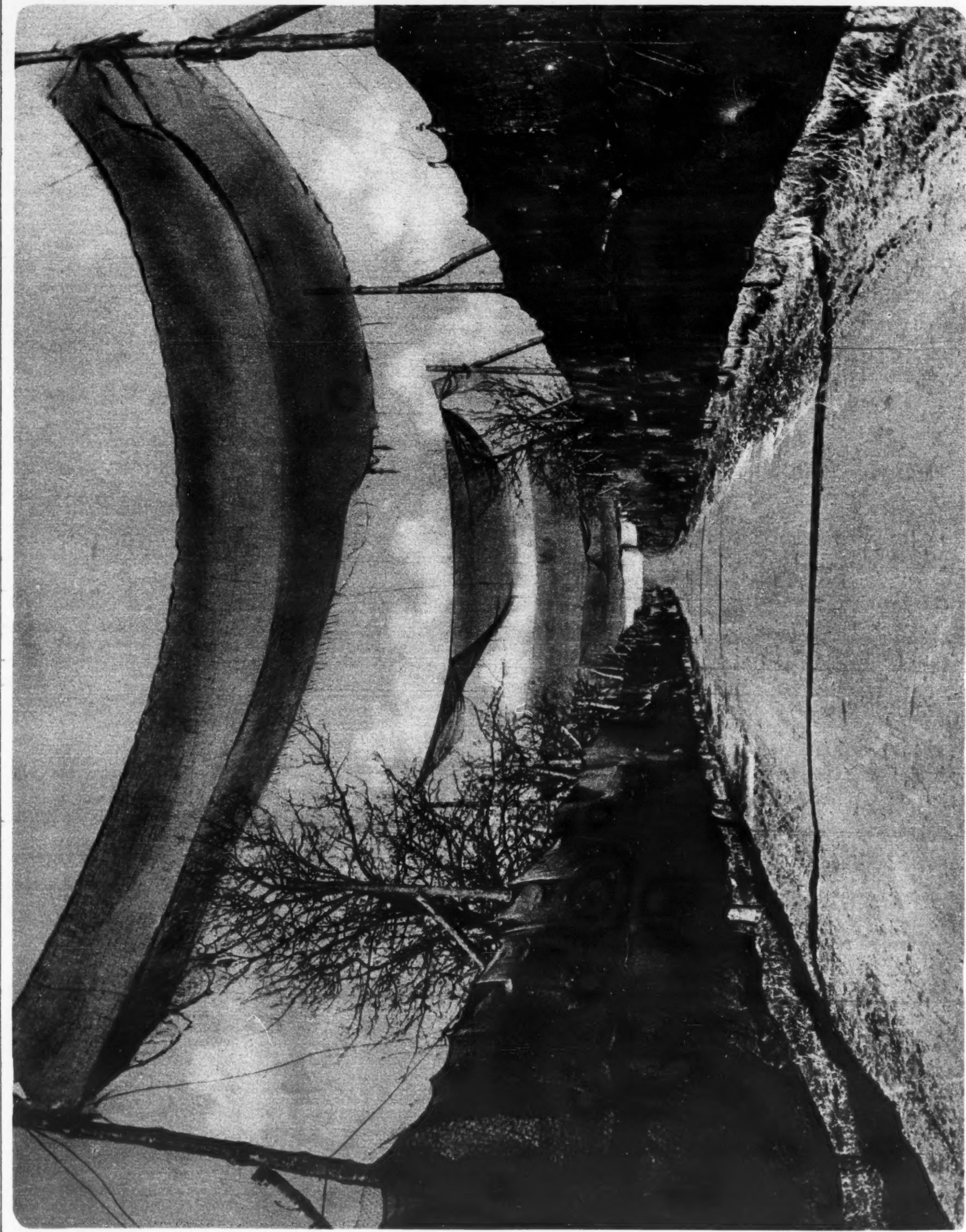
waiting Powers. ...tructed couple ...Greek August, ...er to ...weeks ...tion of ...a Pro- ...ds and ...ut the Allied Army at Saloniki was still kept from conducting a decisive campaign by the fear of hostile Greek forces in their rear. Diplomacy at last proving to be of no avail, the Allies, in June of this year, adopted a more energetic policy. M. Jonnart, a French Senator, was sent to Athens as representative of the Entente, and with armed forces to back up his demand insisted that Constantine should abdicate. The King's second son, Alexander, was placed on the throne, and Venizelos returned to take charge of the Government, which has lost no time in breaking with the Central Powers. It is expected that General Sarrail's army will now be able to assume the offensive, and with the aid of Greece clear the country of the

Bulgarian invaders and initiate military operations for the restoration of Serbia. Besides the French and British forces, the Italians, who have landed at Avlona, are participating more enthusiastically than they were; and the reorganized Serbian Army is ready to advance as soon as the opportunity arises. Monastir is already in their hands. Several other problems still have to be solved, the chief being to destroy Germany's lines of communication with Asia Minor. The picture-map shows the present battle line and the railways by which the Central Powers draw upon Turkey's resources in Asia.

(Copyright by The New York Times Mid-Week Pictorial.)

How the "Camoufleurs" Prevent the Enemy From Observing the Movements of Troops

A "camoufleur" is an artist, who, instead of using his brush to paint charming landscapes to decorate a drawing room, actually makes scenery on the largest possible scale to deceive enemy observers. The whole body of "camoufleurs" constitutes the "camouflage," which has become a definite branch of the French and other armies. Although the word is also now being used to describe the work itself, as well as the men who execute it. Freely translated, it signifies concealment. At the beginning of the war the French Army wore blue uniforms with red breeches, but it soon became evident that less conspicuous colors were required. And so as the war has gone on, uniforms, equipment, weapons, and every other kind of object which could be observed has gradually been made to look as much like the surrounding country as possible. A "tank," for example, is painted to be indistinguishable from the earth and the trees, just as protective coloring is acquired by animals and birds. But the most remarkable work of the "cam-



ouflage" is the concealment of roads along which troops proceed from one position to another. The photograph on this page shows how screens, very much like stage scenery, have been erected all along a road. The other side of the screen the "camouflage" has painted so as to form part of the landscape. The work has been thoroughly done by covering in the roadway so that aerial observers will see below them what they believe is grass. The "camouflage" of the French Army was formed by withdrawing large numbers of artists from the trenches and calling in some of the older painters. Although out of the trenches, the work of a "camoufleur" is not without danger. Quick changes have frequently to be made near the front—and sometimes right on the battle front. To obtain the right perspective the "camoufleur" must make flights over his lines with the aviators and take note of the needs and problems of his special locality. An American "camouflage" has been formed by a group of well-known painters.

(French Official Photo, from Pictorial Press.)

Captured by the French in the Great Offensive



GERMANS TAKEN PRISONER IN FRANCE.

Above — German prisoners captured recently in the French offensive. The four young German privates are well clothed and shod and belong to a storming party which is formed of soldiers qualified by their dash and verve. The German officer with them is of high rank and wears two decorations. The French cavalrymen have followed the British practice of placing their cartridge bandoliers round the necks of their horses.

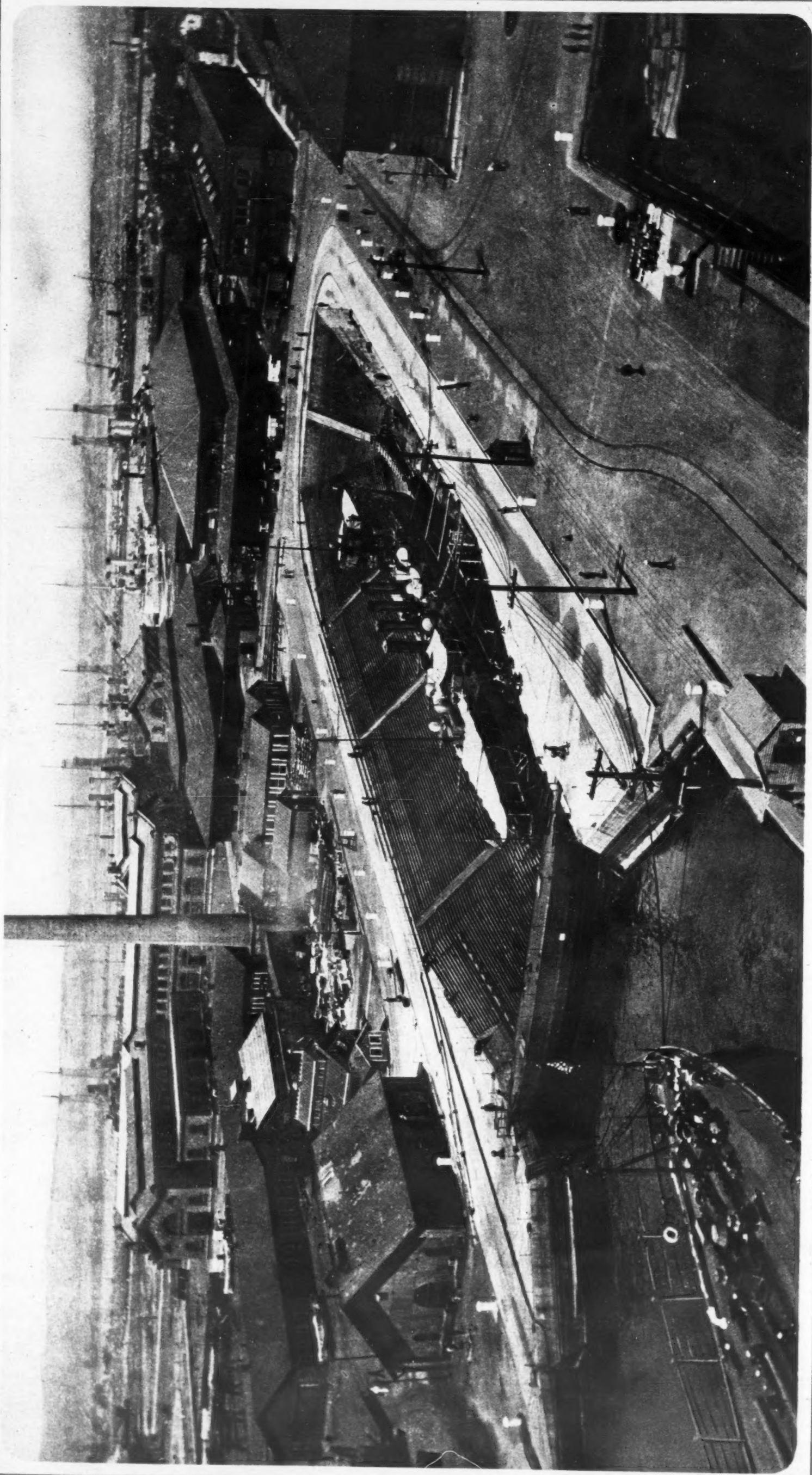


ARMORED SENTRY BOX USED BY GERMANS.

To the Left— A photograph showing an armored sentry box captured from the Germans in the French offensive. It presents a striking contrast to the wooden sentry box alongside it, and is used in advanced and exposed positions. The slits in the side are for observation. These armored sentry boxes are made in sections which can easily be taken apart, transported, and put together again where required.

(French Official Photos, from Pictorial Press.)

One of the Great Navy Yards Where Uncle Sam Builds and Repairs His Ships of War



THE NAVY YARD AT PHILADELPHIA WHICH, SINCE THE WAR, HAS BECOME THE SCENE OF STRENUOUS ACTIVITY.

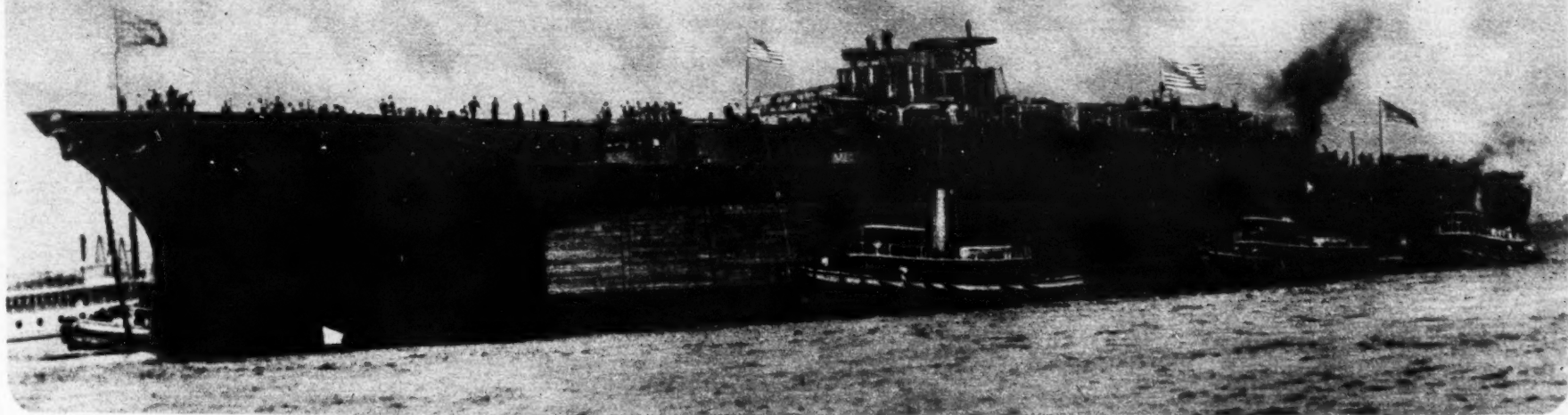
During the comparatively recent development of the shore establishments of the United States Navy large masonry dry docks have been built at the four navy yards on the East Coast. The photograph above shows that at Philadelphia, with a destroyer in the dry dock. The navy yards are under the

Bureau of Yards and Docks, which is administered by a Rear Admiral and a large staff of officers of the navy's Corps of Civil Engineers, and which is charged with a great variety of duties relating to the public works of the navy. Besides the one at Philadelphia there are navy yards on the east coast

at New York, Norfolk, Va., and Charleston, S. C., and on the west coast at Mare Island and Puget Sound. Dry docks are essential to keep warships in proper condition. Especially in tropical seas ships become foul through barnacles, which in time reduce speed and have a deteriorating effect on the plates.

(Photo © International Film Service.)

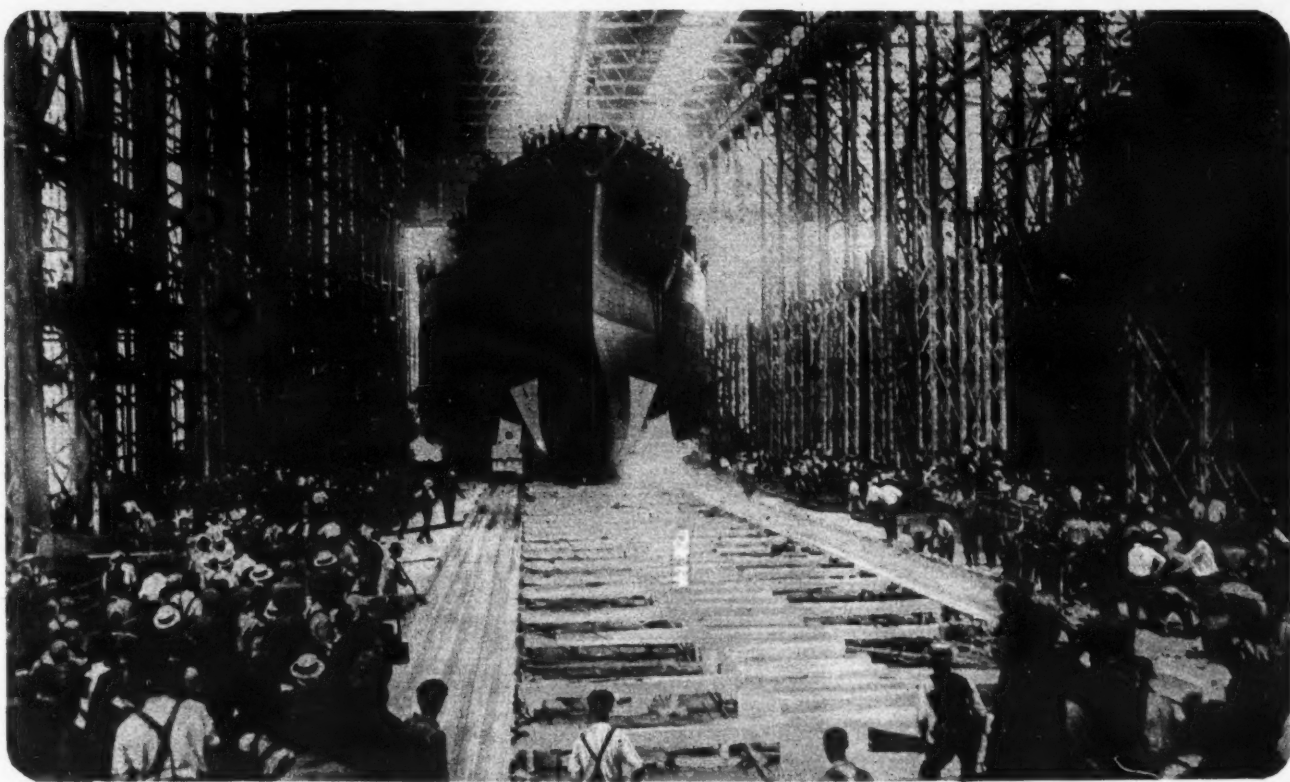
America's Latest Superdreadnought Launched



The U. S. battleship Idaho launched at Camden, New Jersey, on June 30, 1917. The hull as it appeared in the Delaware River just after launching.

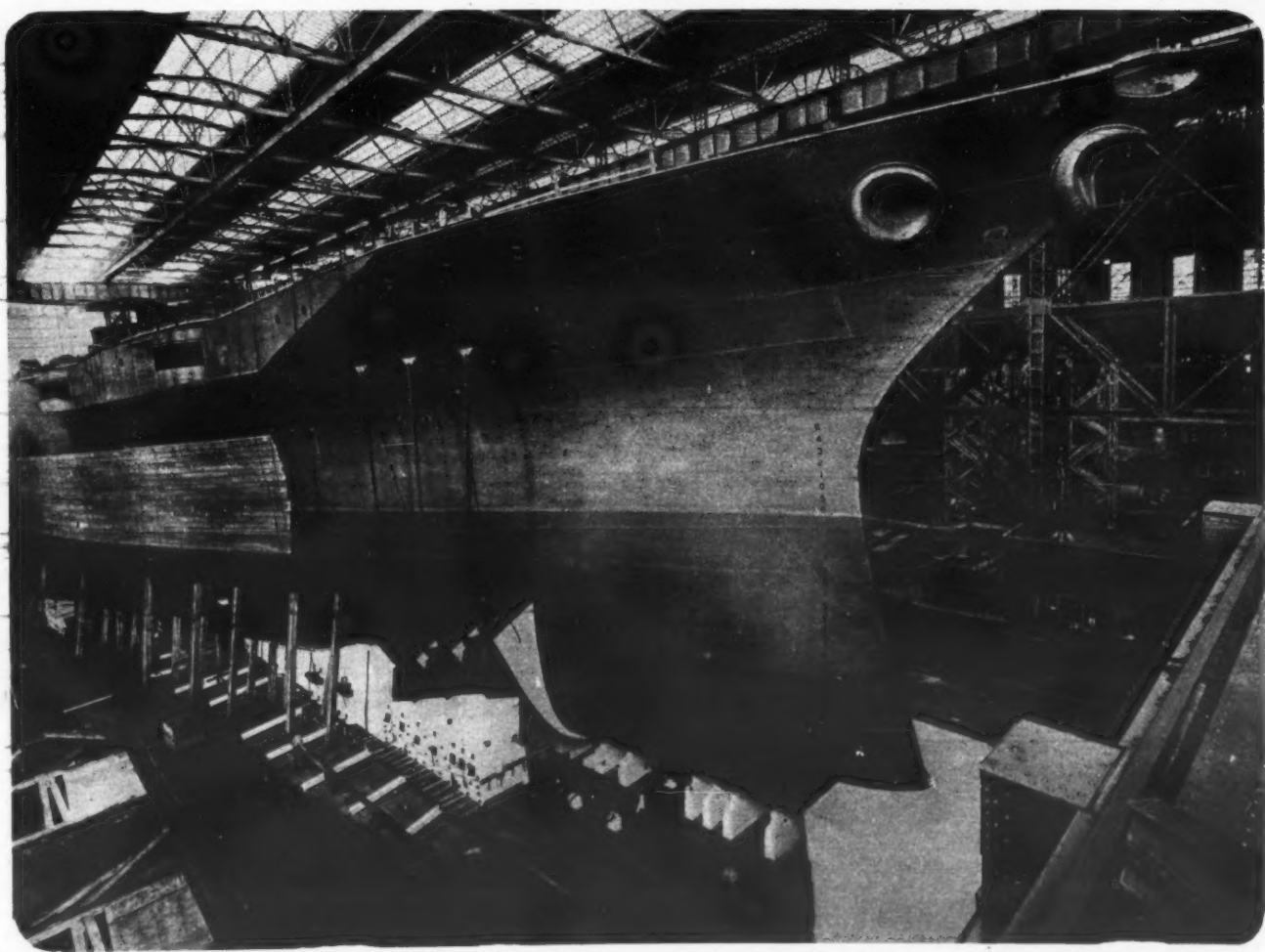
(Photo © American Press Association.)

The latest addition to the battle fleets of the United States Navy, the superdreadnought *Idaho*, was launched at Camden, New Jersey, on June 30, 1917. The contract was let to the New York Shipbuilding Corporation on November 9, 1914, and the keel was laid January 19, 1915. It is a mistake to assume that when a ship is launched it is ready for sea, as all that slid down the ways into the Delaware River the other day was the bare shell of the vessel. Engines, armament, fittings, and equipment have yet to be put in before the complete battleship is ready for commissioning. How much work all this involves is apparent from the fact that the probable date set for commissioning the *Idaho* is May 1, 1918, although owing to the war the time may be shortened. The launching of a large ship is always an anxious moment and at the same time an event. The



The superdreadnought sliding down the ways into the water.

(Photo International Film Service.)

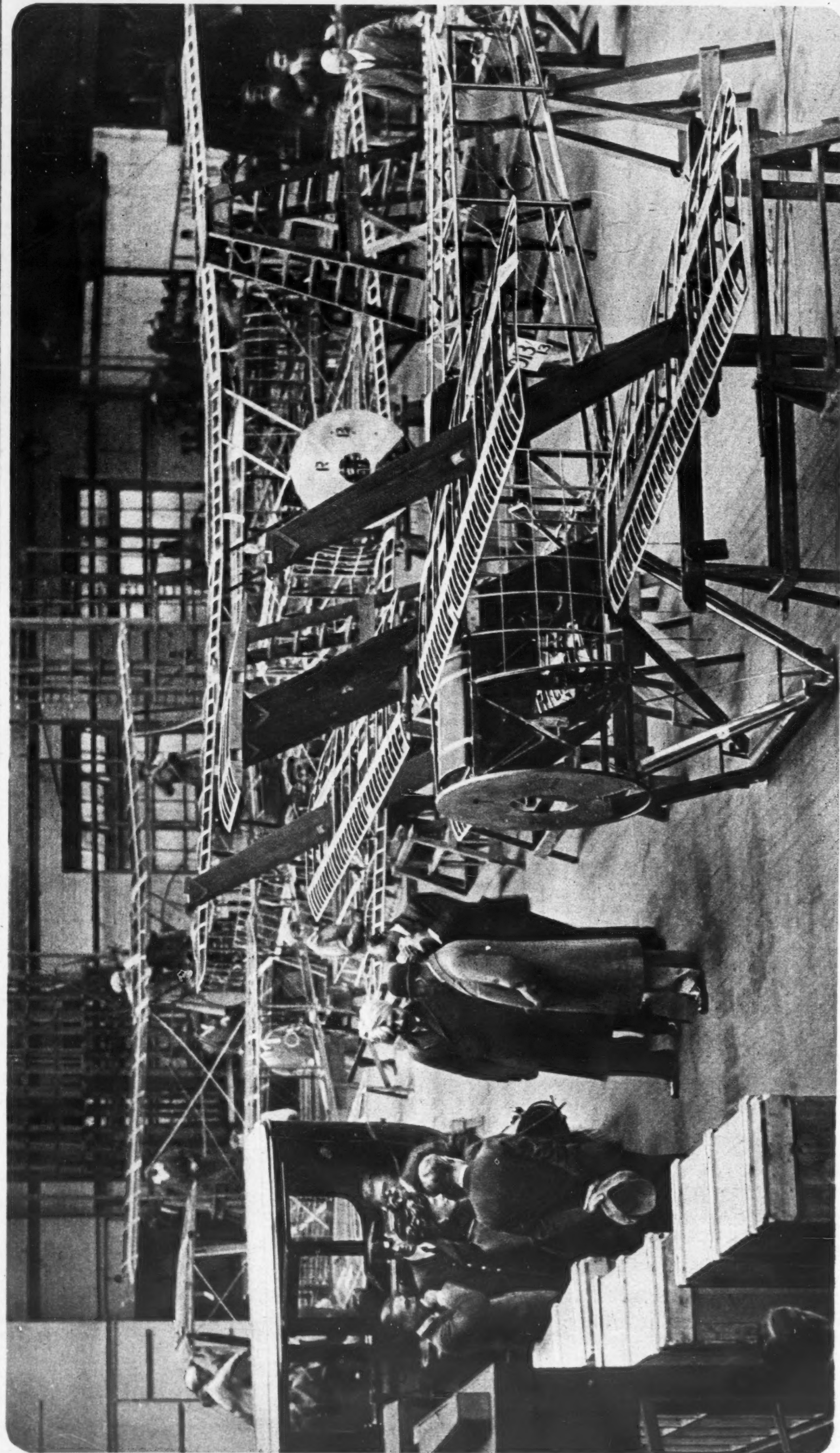


The hull of the battleship as it appeared before launching.

(Photo International Film Service.)

workman watching the vessel sliding down the ways feel that something has been attempted, something done; and they are no less excited than the people who have come to see the great splash as the ship finds its place in its natural element. The time-honored custom is for a girl to break a bottle of wine over the ship's bows. Among the practical anxieties of a launching are those of keeping the vessel upright and seeing that it enters the water without accident. The hull and ways have to be well greased, and so large are the quantities of grease which are used that as much as possible is recovered. The *Idaho* is the heaviest vessel ever built at the Camden yard, and is 70 per cent. completed. She is a sister ship to the *Mississippi*, recently launched at Newport News, and the *New Mexico*, built at the New York Navy Yard. Her length is 624 feet; breadth, 97 feet 4½ inches; displacement, 32,000 tons, and mean draught, 30 feet. Her armament includes 12 fourteen-inch guns. She will be manned by 56 officers and 1,141 men.

One of the Factories Which Have Helped British Aviators to Establish Aerial Ascendancy



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The most thrilling feature of the opening of the new British offensive in France was the daring work of the Royal Flying Corps, who, in swarms of airplanes, flew across the lines over territory occupied by the Germans, took hundreds of

♦ ♦ ♦
photographs, and engaged in numerous air duels. The success of the British aviators has been made possible by the unceasing manufacture of new machines by the many airplane factories which have been established since the war. But a still

♦ ♦ ♦
greater development is being contemplated, now that the United States is a belligerent. This photograph was taken inside one of the factories during a recent visit of inspection by King George and Queen Mary.
(Photo Central News.)

Under Heading of Casualties, "Wounded" and "Prisoners"



Some newspaper readers are at times skeptical when they are told that thousands of prisoners have been taken, believing that the figures are mere guesswork. But this photograph,

just to hand from the British front in France, shows how carefully the counting and checking is done as the captives file past into the prison compound.



A typical picture of the havoc of war. Amid the ruins we see also some of the human wreckage. The light railways which have been constructed for moving supplies and munitions

up to the front are also useful when wounded men have to be brought back. The men shown are British who took part in the recent fierce fighting in France.

(Photos © Underwood & Underwood.)

The British Campaign on the Tigris



British monitors on the River Tigris just after they received the order, "Full steam ahead to Bagdad," on the morning of March 11, 1917, when the ancient City of the Caliphs was occupied by the British.

(Photo Central News.)

THE British campaign in Mesopotamia has been conducted along the River Tigris, which has a total estimated course of nearly 1,200 miles. At Bagdad, which is now in the possession of the British, the Tigris and the Euphrates approach within thirty miles of each other. That "blessed word Mesopotamia" is the name for the region between the two rivers. Misgovernment and corruption have made the Tigris Valley far less fruitful than it ought to be, for the soil is rich and capable of cultivation. The river itself is somewhat of a varying quantity. After the heavy rains it overflows, and from time to time its volume increases and decreases in an irregular manner. Parts of it are navigable by rafts



Turkish prisoners captured by the British expeditionary force in Mesopotamia.

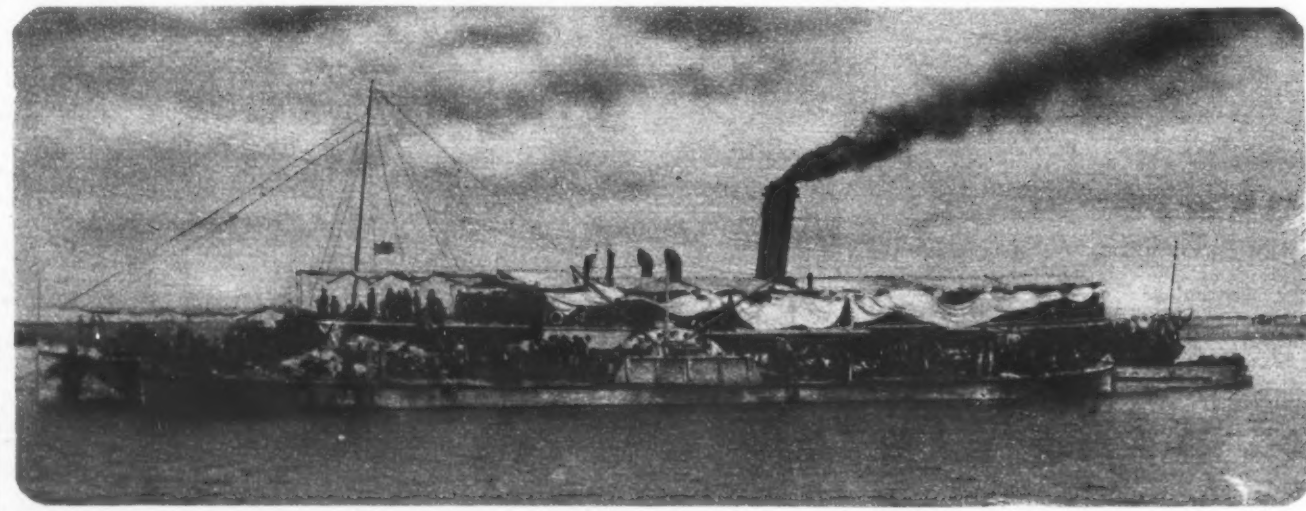
(Photo American Press Association.)

and also by steamers. The British have made use of the river in the present campaign by building craft specially adapted to the river, and manned by naval men, thereby adding a valuable auxiliary to the land forces. Some of the vessels are monitors, which in the operations preceded

ing the occupation of Bagdad shelled the Turks on the river banks. After the capture of Bagdad one of the main objects of the British expeditionary force was to control possible inundations from the Tigris and Euphrates north of Bagdad. The inundation of the country be-

tween the Saklawie and the Tigris was successfully coped with. The Turks had burst the dam soon after the British entered Bagdad, and the water flooded through the Akkar Kuf Lake, which overflowed and swamped the intervening ground right up to the bund protecting the railway and suburbs of Bagdad on the west bank of the Tigris. But the

bund held back the flood satisfactorily, since, luckily for the British, the river was exceptionally low for the time of the year. The British were also successful in their other aims, which included completing the rout of the Turks, seizing their railhead at Samara, and preventing the force which was falling back before the Russians from effecting a junction with them. During April the Turks were driven back another sixty miles. But since these operations the Summer heat has intervened, and lately little has been heard of further operations in Mesopotamia. Meanwhile, a large part of the course of the Tigris is under British control, and a great area extending from the Persian Gulf is in the occupation of the British, thus marking a further stage in the dismemberment of the Turkish Empire. At the same time the British possessions in India and Egypt have been made more secure than they were when the war began.



The steamer Basrah, full of Turkish wounded, captured by the British during the advance from Kut-el-Amara to Bagdad.

(Photo Central News.)

Phases of Warfare in Desert Lands



Camels used for the transportation of munitions across the deserts where the British and Turks are fighting. The "ship of the desert" is able to go without water for long periods, which is a highly desirable quality in these dry regions.

The British forces defending the Suez Canal and advancing into Palestine are experiencing all the discomforts of fighting in the desert. Sand and the absence of water are the two things that make a soldier's life in those regions uncomfortable and even unbearable, and at the same time make military operations so difficult that when the Summer comes they are entirely suspended. Marching on the sun-baked sand is at any time an ordeal, but when a sand-storm blots out the landscape it is veritable torture for the troops. The sand also destroys the bearings of guns and spoils equipment unless the greatest care is exercised. Transportation presents another problem. The camel—the so-called "ship of the desert"—is largely utilized, but as one of the photographs on this page shows, heavy English draft horses have been found better adapted for hauling purposes. Although bred in a cold country, these horses have manifested to a remarkable degree the power to resist heat. The provision of water for both man and beast is even more vital than supplies of munitions, but



Draft horses used by the British Army for haulage work across the sands of the Sinai Desert.

(French Official Photos from Pictorial Press.)

this trouble is partially dealt with by the building of railroads. Kitchener, it will be remembered, solved the problem of desert warfare when he conquered the Sudan by building a railroad as he advanced; and similarly General Sir Archibald Murray, who is leading the British forces into Palestine, and General Sir Stanley Maude in Mesopotamia, have been laying tracks as they have pushed forward. General Murray, having built a military railway across the Sinai Desert to Rafa on the Turkish border, ad-

vanced into Palestine with the ultimate object of reaching Damascus and Beirut, with Jerusalem on the line of march. But after advancing fifteen miles to the Wadi Ghuzzeh, a river five miles south of Gaza, the vanguard encountered the old trouble of no water, and an opportunity of striking at the Turks was lost. Instead the Turks, 20,000 strong, attacked on March 27, 1917. They were, however, repulsed with heavy losses. The British Camel Corps completely outfought the Turk-

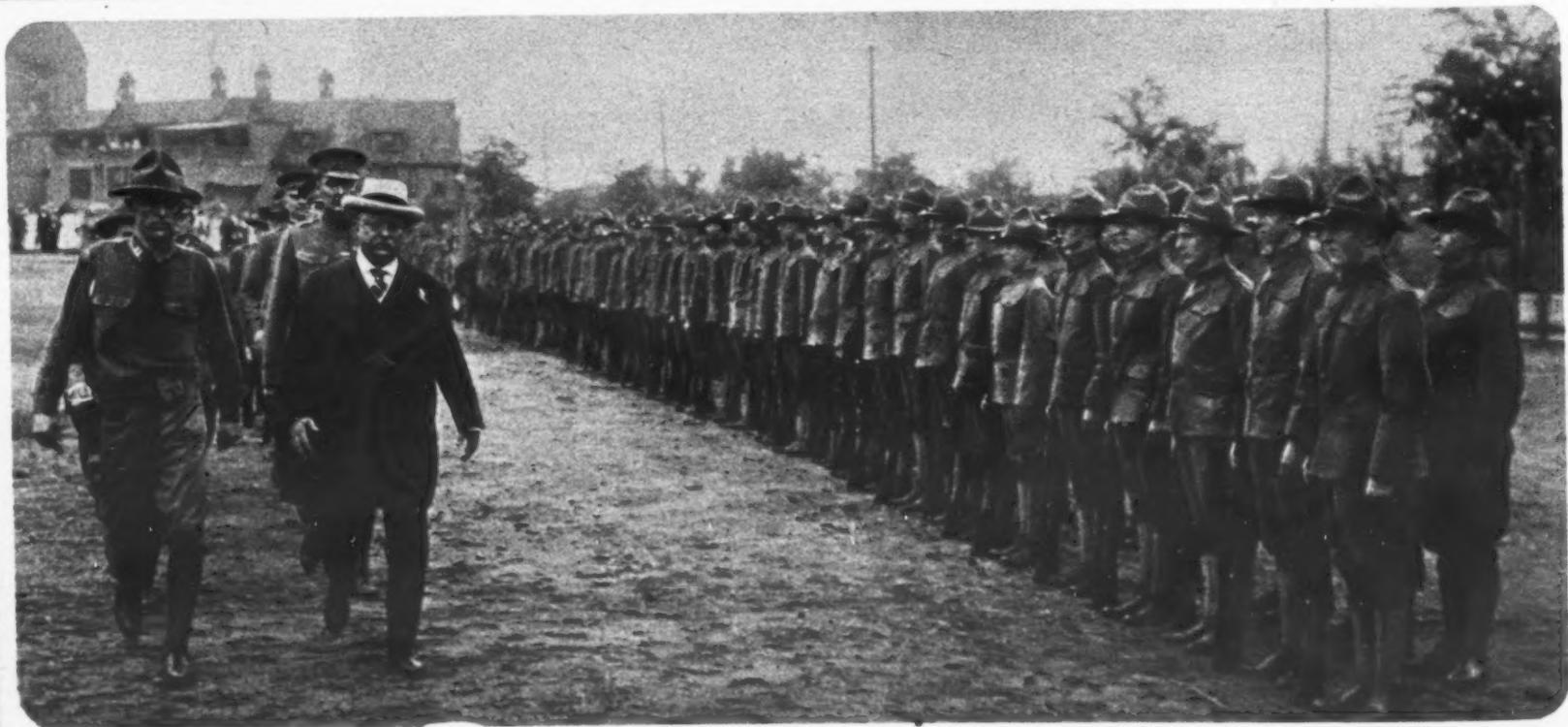
ish cavalry and captured a General and the entire staff of one of the Turkish divisions. During the following weeks the Turks brought up considerable reinforcements and with 120,000 men, intrenched between Gaza and Beersheba. Another battle was begun on April 17. The British had the assistance of a warship, which raked the Turks with enfilading fire. The Turkish advance positions were captured on a six-mile front. The following day a sand-storm gave the British a unique opportunity to rush up supplies to the front, while the movements of the motor transport were unseen by the Turkish artillery. But, although the British were successful in this fighting, they were unable to advance further, and since then little of importance has happened. The Summer heat has caused the usual intermission in tropical warfare, and military operations cannot be resumed until cooler weather sets in. Although the region in which this campaign is being conducted is all desert with the exception of a few waterholes, it is not entirely devoid of life, as goats can subsist on the desert shrub.

The New Note in This Year's Fourth of July Celebrations



A new note was evident in this year's Fourth of July celebrations throughout the country. With the nation at war, a high and solemn patriotism replaced the usual holiday spirit in which the Declaration of Independence is commemorated. One of the most notable ceremonies was the great demonstration in Prospect Park, Brooklyn, N. Y., where Sarah Bernhardt (in the photograph to left) made a thrilling speech in French. Above is shown the New York Naval Militia Battalion passing the reviewing stand at the Maine Monument, Fifty-ninth Street and Broadway, New York City.

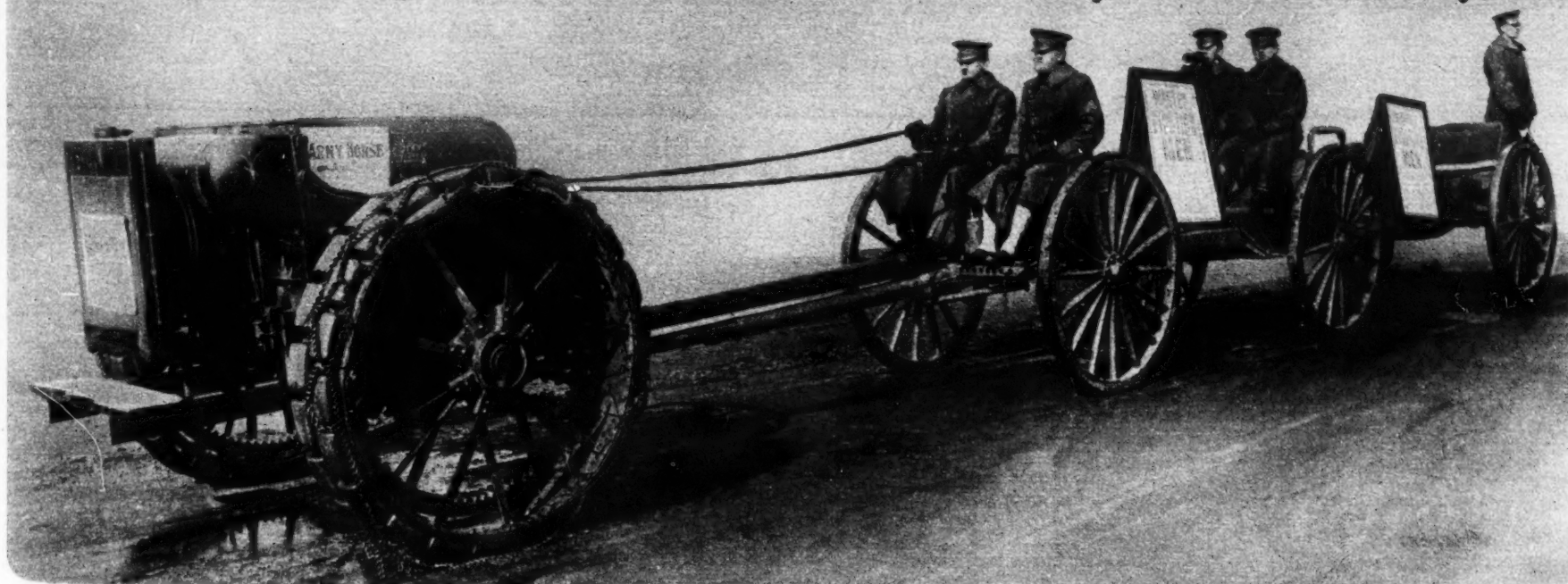
(Photos © American Press Association and Underwood & Underwood.)



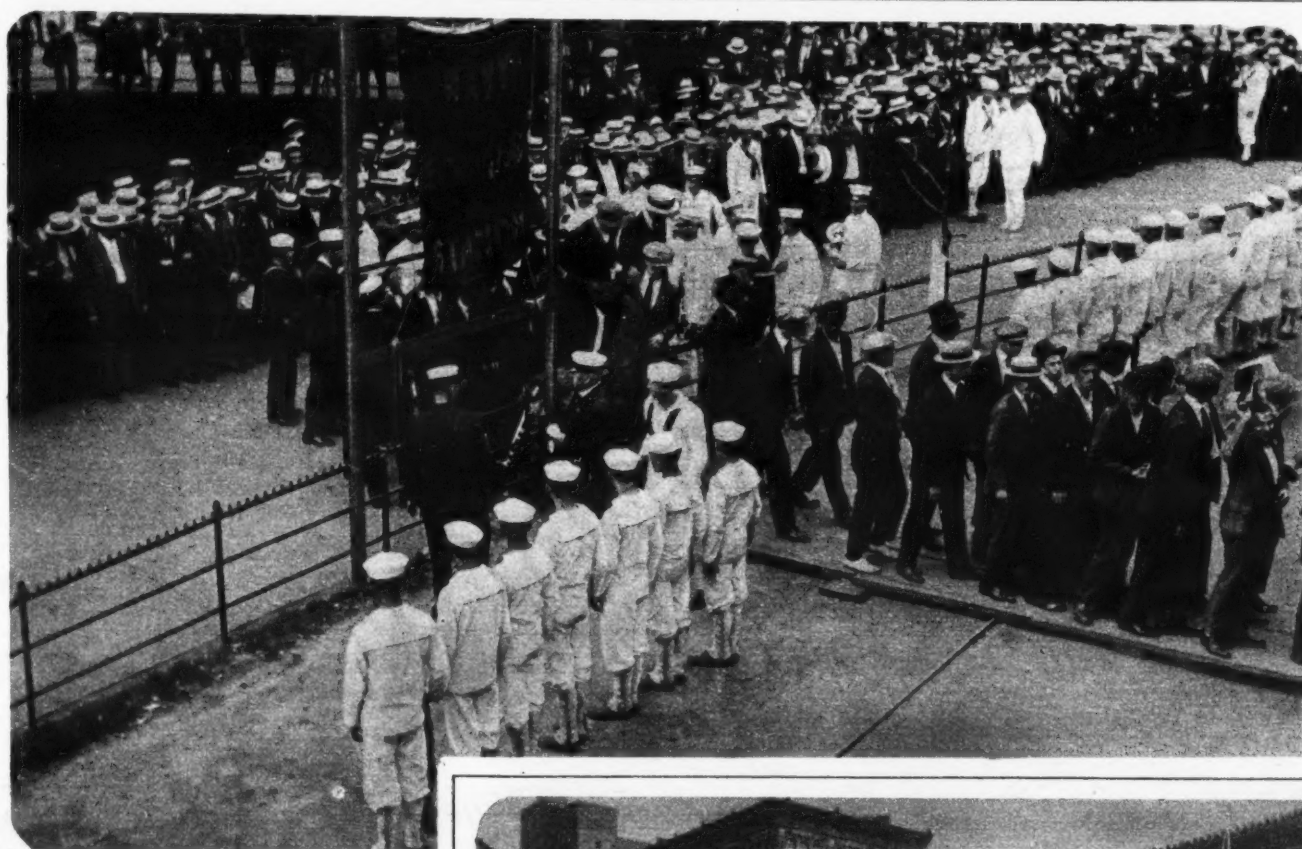
The 141st anniversary of the Independence of the United States was celebrated at Forest Hills, Long Island, N. Y., by a review of the local rifle club. The photograph shows Theodore Roosevelt and Lieut. Col. Delafield inspecting the riflemen.

(Photos © American Press Association.)

Recruiting for America's Army and Navy



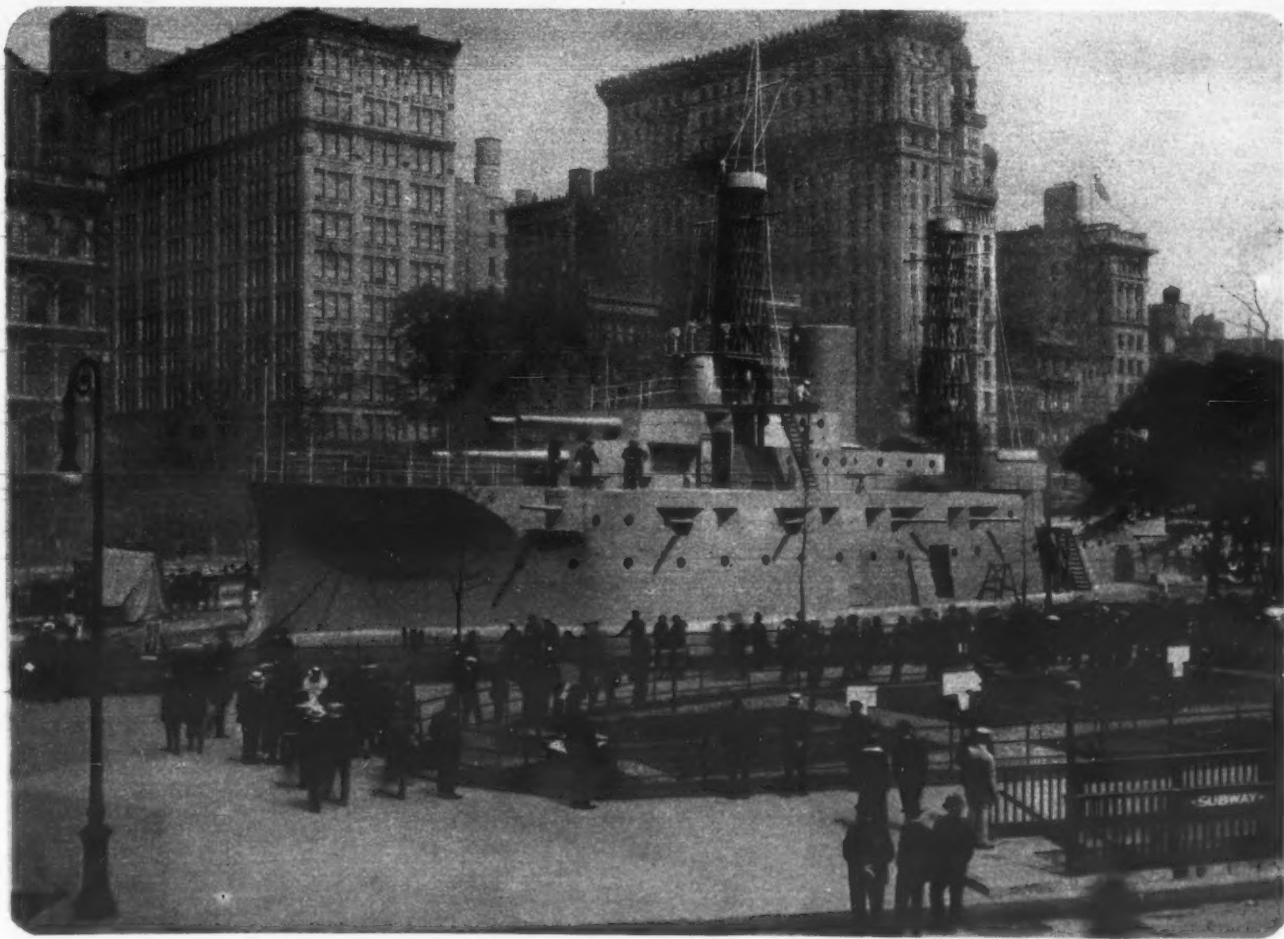
◆ The "army horse," a new type of tractor, which was driven through the streets of Chicago to attract recruits for the army. ◆
(Photo International Film Service.)



Recruits for the navy entering the model battleship in Union Square, New York City.
(Photo © Underwood & Underwood.)

AMERICA'S genius in publicity work has found new scope for expression in the work of recruiting the military and naval forces up to their required strength. It has been found that something more than posters are needed to stir the imagination of young Americans, who, because the war is far away, do not yet realize to the full that the nation is at war. Enlistments to bring the regular army up to its authorized strength have been singularly disappointing. On the other hand, the navy seems to be very popular, and is experiencing less difficulty in obtaining recruits. All the same, the naval recruiting officers are vying with the army in publicity methods, and one of their most striking efforts is the wooden model of a battleship in Union Square, New York City, which is shown in one of the pho-

tographs on this page. The new two-wheeled line-drive tractor, shown in the photograph at the top of the page, has been tried out in Chicago by hauling artillery through the streets to stimulate recruiting for the regular army. The tractor is driven in much the same way as a horse, and is expected to add to the efficiency of artillery movements. Although it attracted much interest in the streets, the number of enlistments showed no great improvement, the disposition of many eligibles being to wait until selection under the conscription law begins. Parades with bands also excite much curiosity as they pass through the streets of the great cities, but they, too, are not as effectual as patriotic Americans desire.



◆ Wooden model of a battleship in Union Square, New York City, used as a recruiting station for the United States Navy. ◆
(Photo Press Illustrating Service.)

Worship Amid the Perils of the Sea



◆ This war has been responsible for many unusual sights on both land and sea. Here we see British troops on a transport on their way from South Africa. So that all can take part in the church service, the minister is officiating from one

◆ of the decks. But at any moment the service may be cut short by the appearance of a death-dealing submarine, for which emergency this unusual congregation is attired in lifebelts. ◆

(Photo Central News.)

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